

Making the Way for Infill Development



Sacramento District Urban Land Institute
May 15, 2009

Therese McMillan
Metropolitan Transportation Commission

Bay Area

7 Million Residents

4 Million Jobs

101 Cities

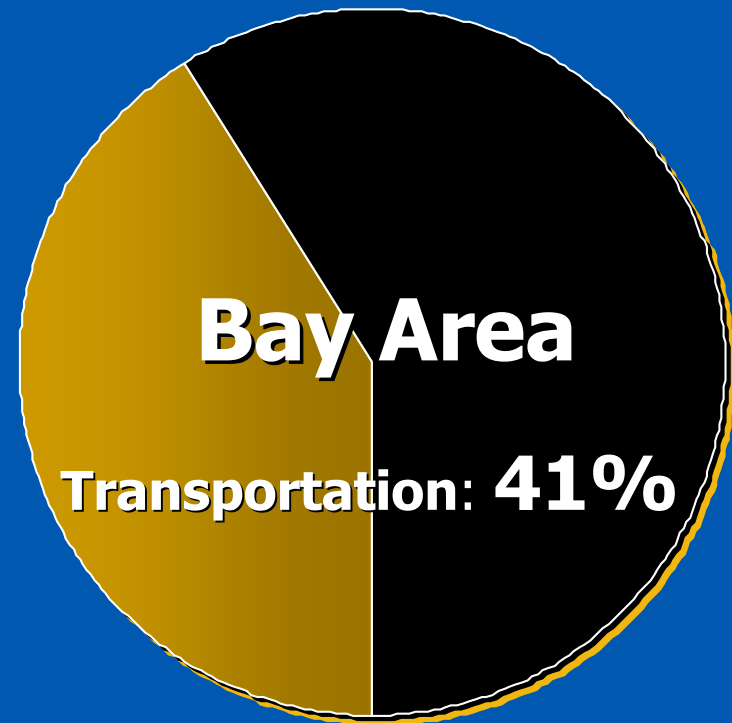
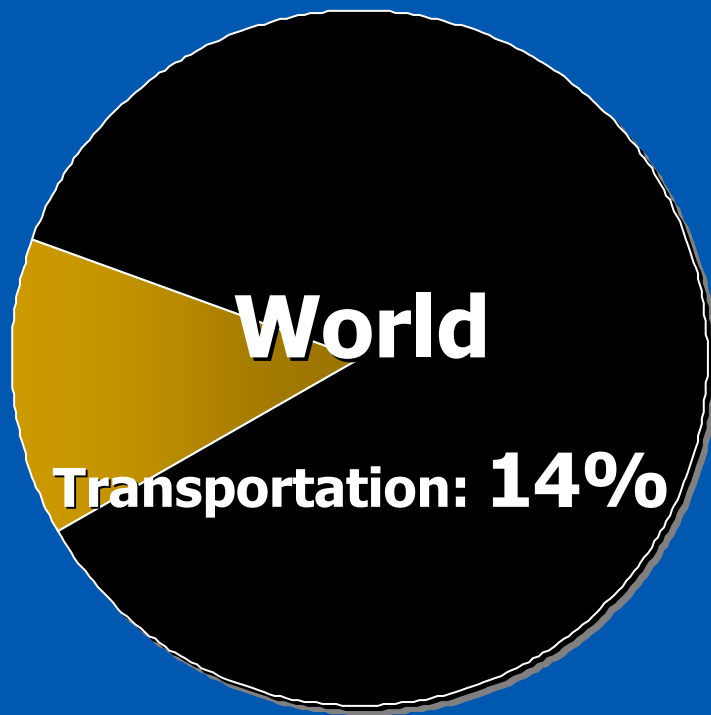
9 Counties

26 Public Transit Operators

5 Regional Agencies



Bay Area Transportation GHG

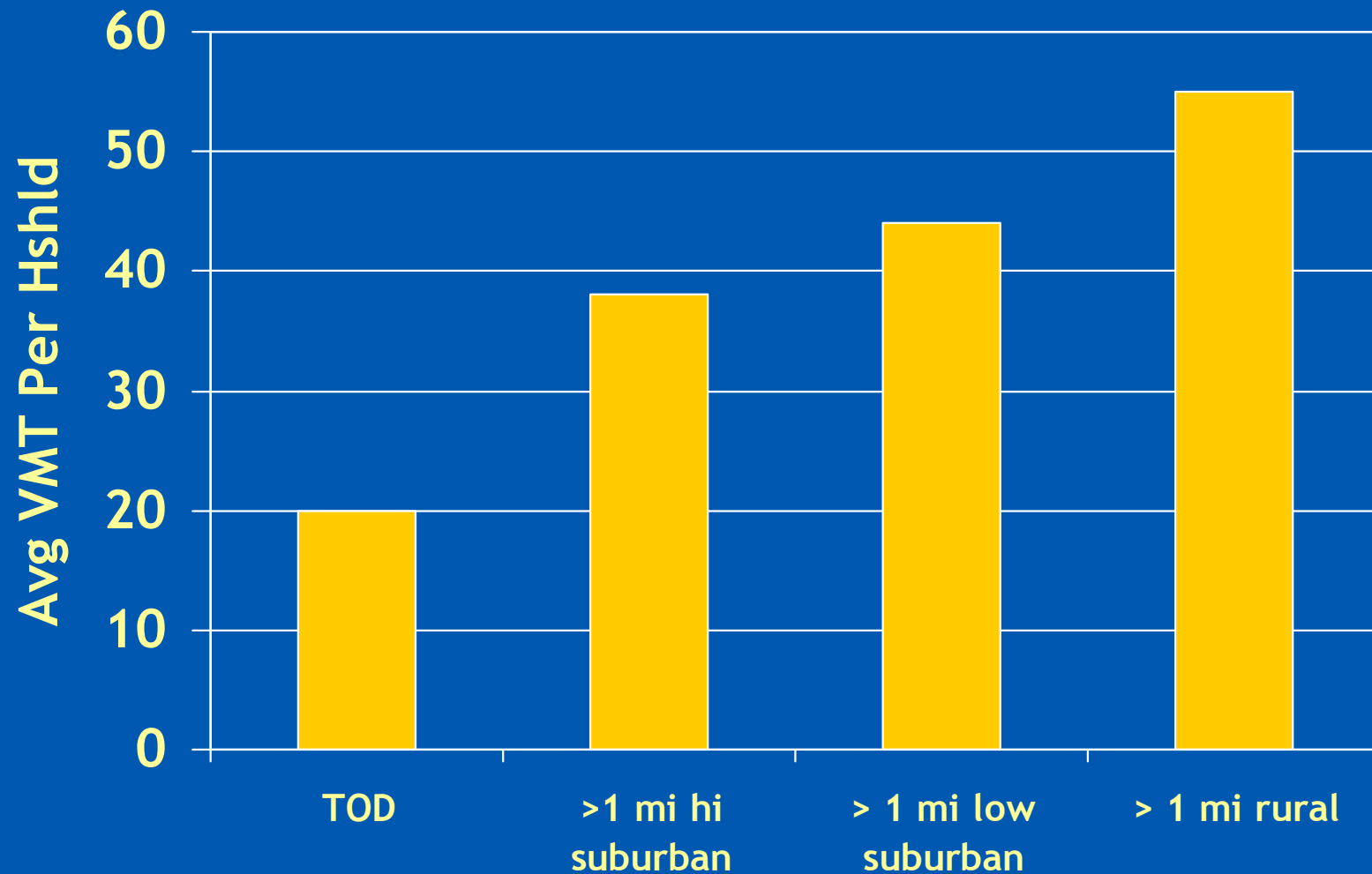


Sources: USEIA, BAAQMD

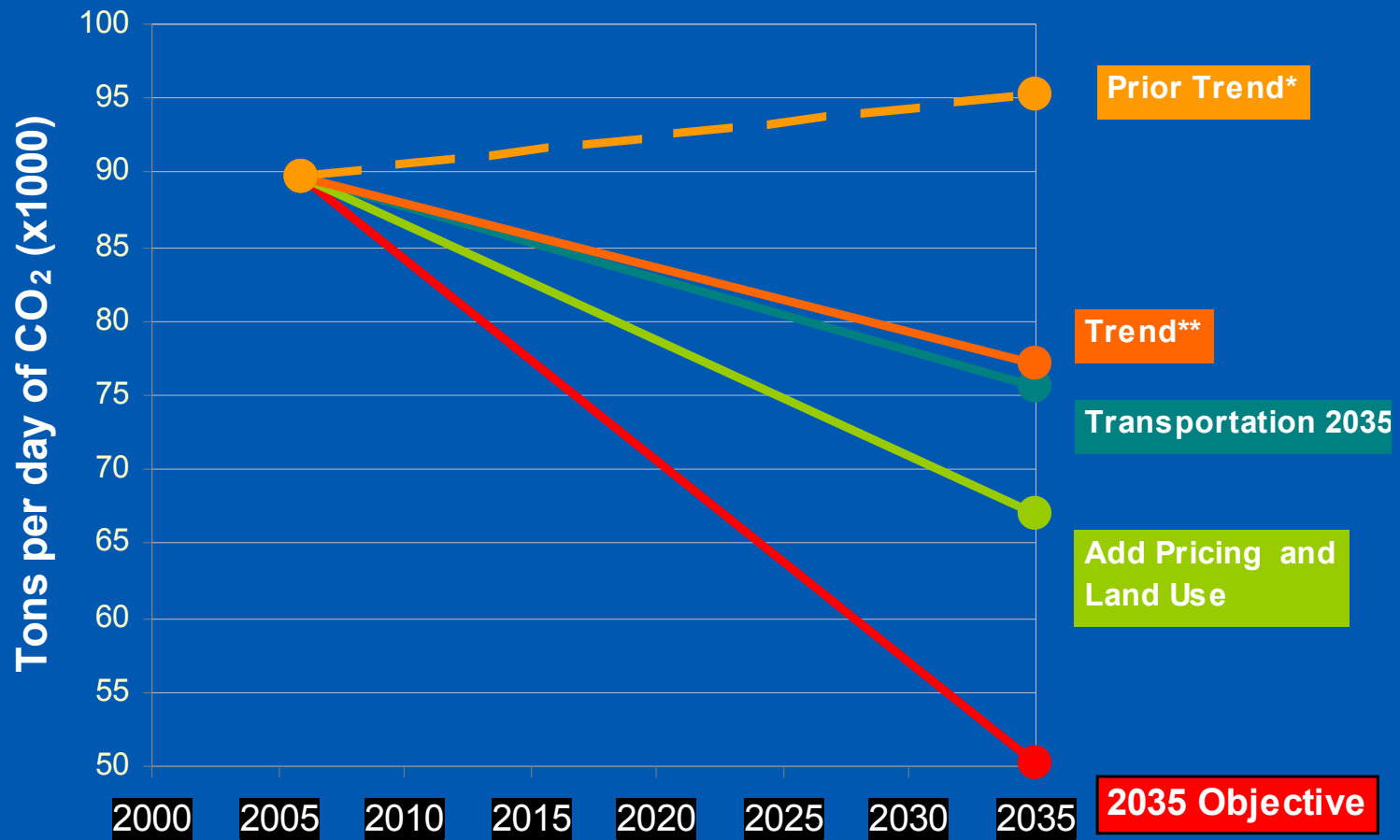
Bay Area Housing Affordability



Bay Area TOD: Less Driving



Transportation 2035 Goal: Reduce CO₂ 40% below 1990 levels

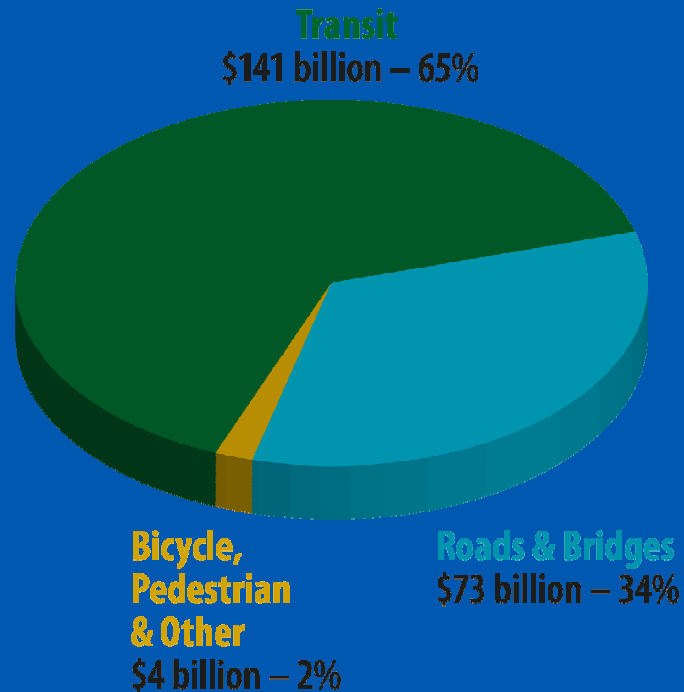


* Assumes lower fuel economy

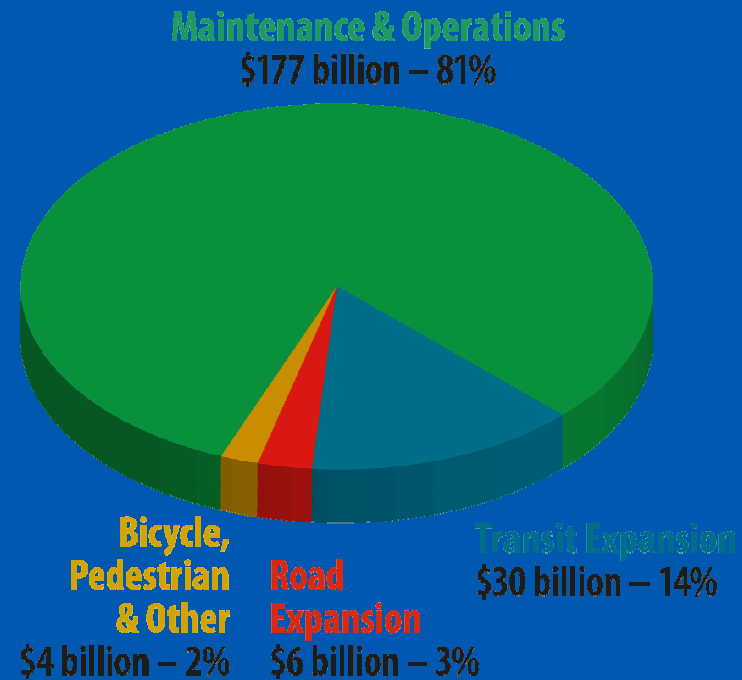
** Assumes higher fuel economy

Transportation 2035 Expenditures

By Mode

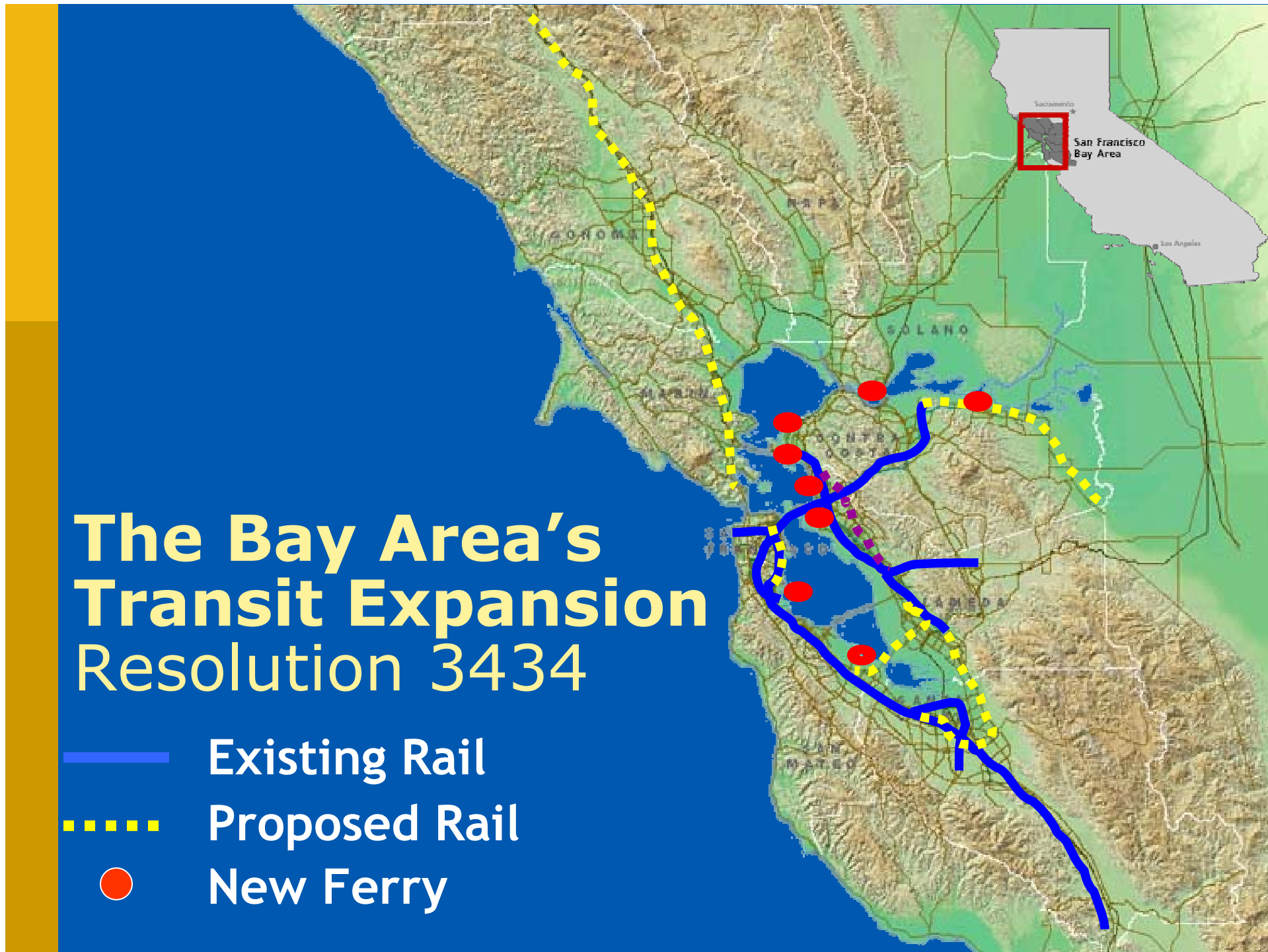


By Function



The Bay Area's Transit Expansion Resolution 3434

- Existing Rail
- Proposed Rail
- New Ferry



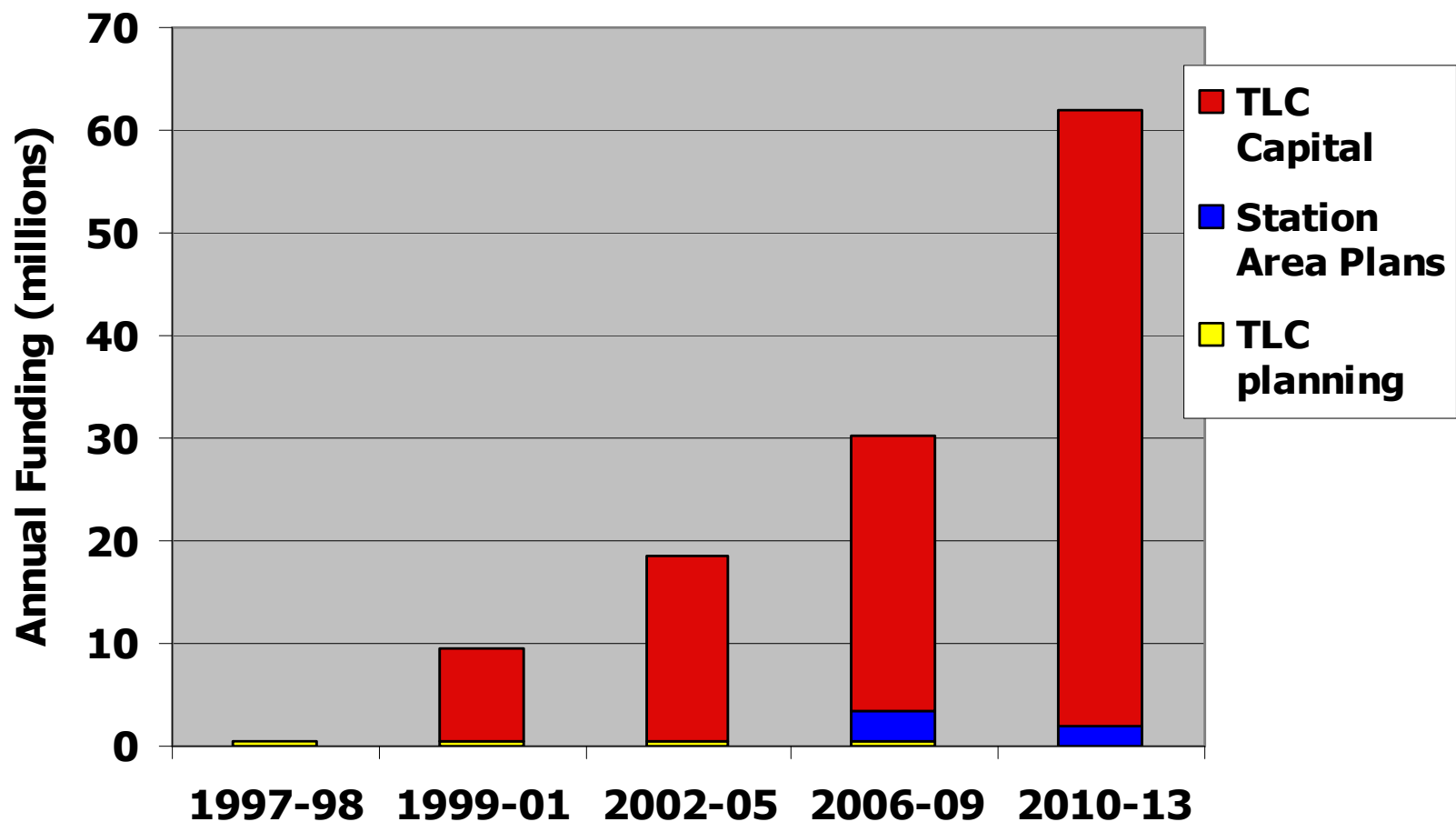
MTC's TOD Policy

Land Use Must Support New Transit Investments

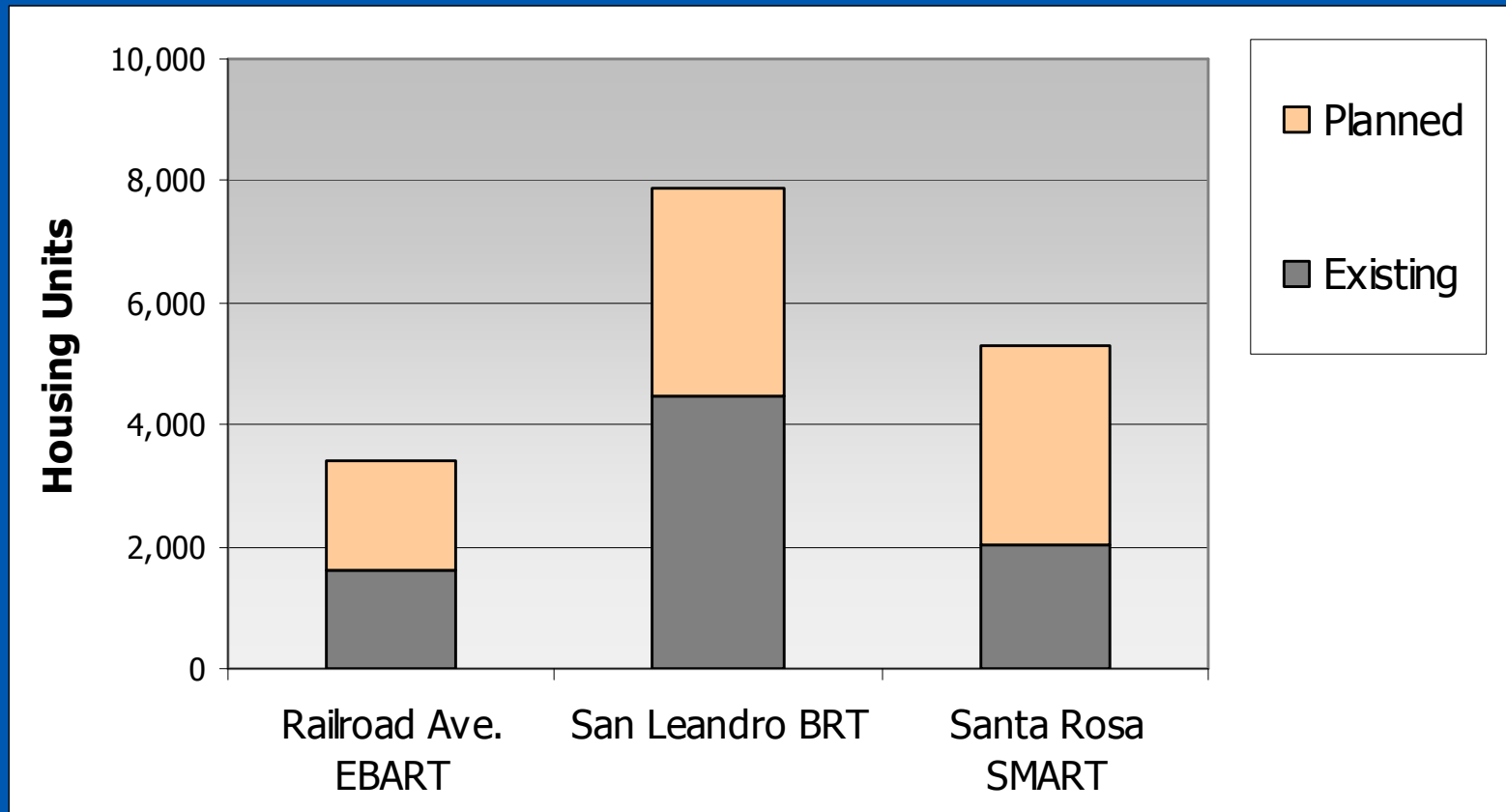
	BART	Light Rail	BRT	Commuter Rail	Ferry
Housing Units within half-mile of station	3,850	3,300	2,750	2,200	2,500

Affordable Housing Units = 50% Bonus

Evolution of TOD Funding



Station Area Planning Program



Assisting local gov'ts to upzone around new transit corridors

Oakland's Fruitvale Transit Village

Library, health clinic,
senior center, retail,
47 rental units 300+
housing units in
phase two

TLC planning:

\$47,000

TLC Capital Grant:

\$2 million

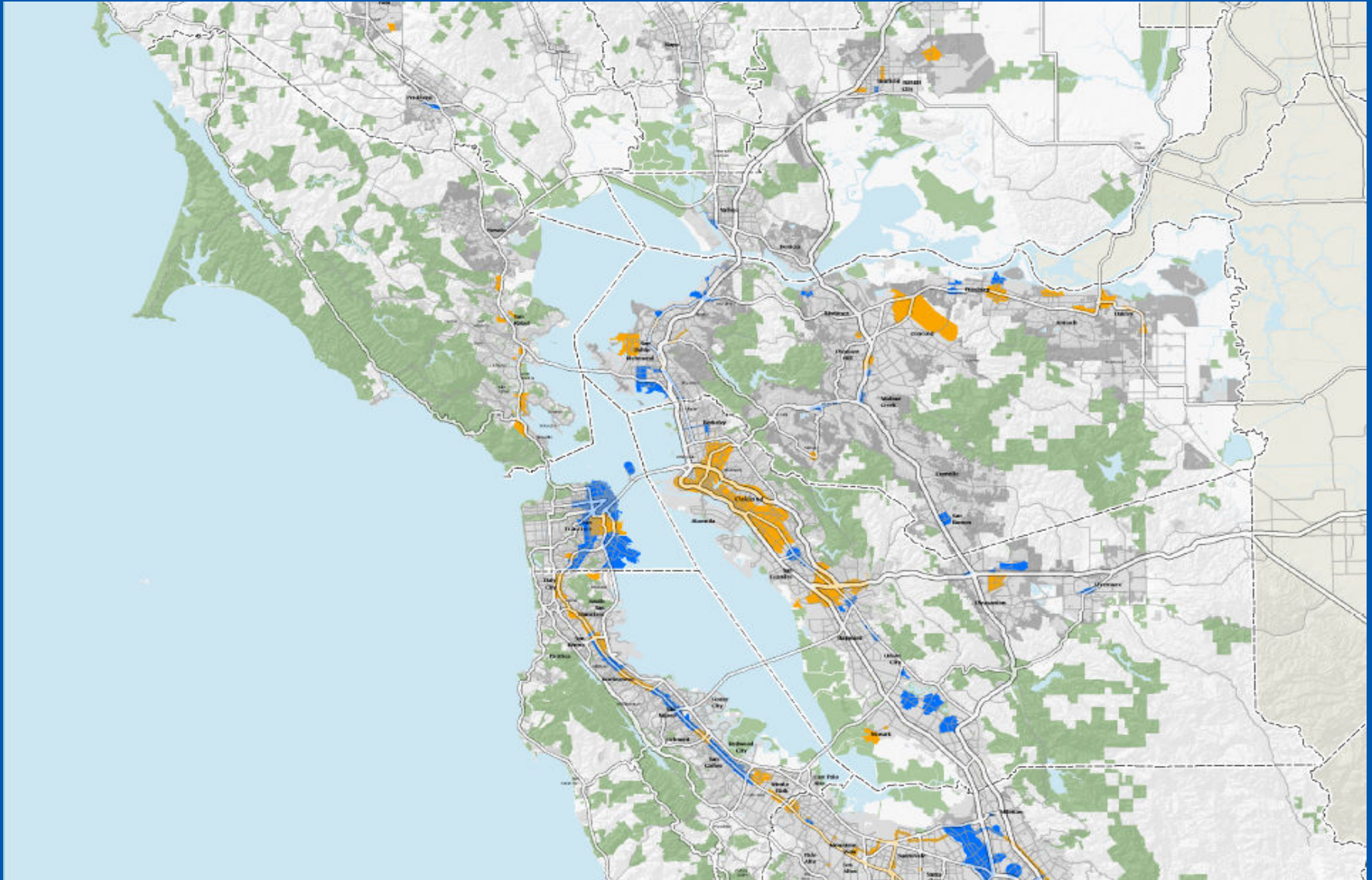


New Opportunities -FOCUS Priority Development Areas

- 60 jurisdictions volunteered
- Over 120 areas
- About 425,000 new housing units by 2035
- About 3% of region's land area
- About 55% of projected regional growth
- Complete Communities that will meet the day-to-day needs of residents



Priority Development Areas Planned and Potential



PDA Incentives

FOCUS creates new opportunities to assist cities in community development

Planning Grants

Station Area
Planning Funds:
\$22M over 3-4 yrs

\$7.5M in FY07-08

Capital Grants

\$60ml / year - TLC
T-2035 Infrastrx
Priorities - TBD

Props 1C & 84
Foundations

Technical Assistance

On Call Consultants
Best Practice
sharing
Planning services

What Lies Ahead: SB 375 and a New Federal Transportation Bill

SAN FRANCISCO Business Times

Friday, February 27, 2009

Bay Area Authorities Team Up for Stimulus Money

Bay Area authorities are rushing to put together a regional effort to maximize the amount of federal stimulus cash that flows to the area.

With details still emerging about the nation's \$787 billion stimulus package, local leaders and economic development officials are hazy on how much money they can expect, or how to apply for it.

But to make their best case for that money, several groups will work with the Bay Area Council Economic Institute, which has been tapped by the state to draw up a regional plan that shows where the Bay Area could best spend the money and what impact the cash would have.

The plan likely will emphasize projects that are ready to start within the next two years and focus on the region's infrastructure needs, land use goals and economic development strategy.

The economic institute is a division of the Bay Area Council, which advocates public policy on behalf of major San Francisco area companies like Cisco Systems Inc., Gap Inc. and Oracle Corp.

The economic institute said it will work with groups like the Metropolitan Transportation Commission and the East Bay's Economic Development Alliance for Business to devise its plan. The full contingent of agencies was

still being compiled this week, said Sean Randolph, the institute's CEO. Other groups that might be tapped include the state's

Governments, local Stanford University (Berkeley) executives, all of which have a say in the region's

With billions of dollars in stimulus money, the state is looking for ways to use it.

"If we don't have one, we're not going to get it," said Jim Wunderman, CEI Council. Without a

California officials are

Some of the stimulus money is going to states and

formulas. Such is the

Some of the stimulus money is going to states and

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

formulas. Such is the

THE WALL STREET JOURNAL

FEBRUARY 26, 2009

Tax Time: Obama Urged to Raise Gas Taxes To Save Roads

President Obama this week urged the country to boldly confront challenges and take responsibility for the future. Today he was starkly reminded by a Congressionally-appointed commission to do the same when it comes to filling the massive hole in the nation's transportation budget.

In a report issued today, the National Surface Transportation Infrastructure Financing Commission said that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

The shortfall is set to grow to a whopping \$2.3 billion through 2015, the report says, painting a bleak picture.

We will face increasingly deteriorating roadways, bridges and transit systems. We will suffer from more accidents and fatalities. We will endure even greater spans of our lives stuck in traffic, wasting our time and robbing our businesses of vital economic activity and productivity. We will waste non-renewable petroleum and harm our environment unnecessarily. And, finally but importantly, every day of delay is a day when inflation, neglect, and inefficient use waste scarce taxpayer dollars.

The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

is the only way to pay for the nation's roads. The report says that raising gasoline taxes

The Washington Post

U.S. Has Dual Task on Climate Change

Friday, February 20, 2009... Secretary of State Hillary Rodham Clinton's decision to make her first overseas trip to China, where she arrives today, highlights the daunting task the new administration faces as the world scrambles to force a new climate change treaty.

month titled "The Road to Copenhagen" and had privately urged Clinton to make her first overseas trip to China to discuss global warming.

Several foreign officials have praised the new administration for its outreach. Javier Solana, the European Union's foreign policy chief, met with administration officials involved in climate change issues during a trip to Washington last week, and noted, "They are very much engaged already."

"This is the year to finalize an agreement," he said. "Everybody is working on that direction, also here. That is the sentiment and the determination they have."

The new U.S. climate envoy, Todd Stern, is traveling with Clinton throughout Asia, and he has met privately with his British counterparts and others.

Many developing nations, however, say they are waiting to see whether the United States adopts a binding carbon cap and what emissions cuts it will seek from major emitting economies.

"The question is: How will the U.S. engage?" said Mathias van Schalkwyk, South Africa's minister of environmental affairs and tourism, in a recent interview. "To enable us to move forward, the U.S. must show its hand."

San Francisco Chronicle

SUNDAY, FEBRUARY 22, 2009

Turning to Parking Meters to Reduce Traffic

Traffic engineers across the country are turning to a congestion on

Los Angeles has already raised rates for the first time in nearly two decades, now charging as much as \$4 an hour for outside parking in parts of downtown. Later this year, the city plans to adjust rates to about 15,000 parking meters in the downtown area based on demand.

Some motorists are balking at the plan.

"I think the rate is ridiculous as it is," Steven Tillman said as he reloaded a meter on Little Tokyo on a recent weekday. He complained that traffic hasn't improved since the rates there jumped from \$1 to \$2 an hour.

The pricing strategy is based on research by Donald Shoup, a professor of urban planning at the University of California, Los Angeles whose 2005 book, "The High Cost of Parking," has influenced parking policy in many cities.

Shoup said curbside parking is largely underpriced compared to the cost of parking in private lots and garages, a situation that encourages people to cruise for open spots on the street and causes an astonishing amount of congestion.

In an observation of traffic near the UCLA campus, Shoup found that motorists spent an average of 3.3 minutes driving about half a mile in search of a

San Francisco Chronicle

WEDNESDAY, FEBRUARY 25, 2009

Effort Seeks to Scrap Two-thirds Vote Rule

California opinion leaders who turned out Tuesday at a forum on government reform said their top priority is getting rid of the Legislature's requirement for a two-thirds vote to approve state budgets and laws, which has been blamed for record-long budget delays.

The supermajority rule and the momentum effort it took, the Legislature to find the needed votes last week to pass the new budget dominated the all-day summit, which looked at possible reforms to government in the state and the best way to bring them about.

"We have to drop the two-thirds rule," said Mark Paul, a senior scholar with the New America Foundation, a nonpartisan public policy institute. "It's been a social science experiment for the past 75 years for the budget and the last 30 years for taxes, and it has failed miserably."

U.S. Gov. John Garamendi called the two-thirds rule "approved by voters in 1913 as a constitutional amendment for budgets and extended to tax increases as part of voter-approved Proposition 13 in 1978 - an affront to democracy."

"The Sacramento, it's not majority rule, but minority rule," he said. "We've tied ourselves in knots with the two-thirds rule, so it's time to go back and move to a simple majority rule for everything."

Accountability an

Initiative measures to cut the requirement for the passage of a budget and new taxes from two-thirds down to 55 percent have been approved for circulation and similar measures, also aimed for a 2010 ballot, are in the works.

The plans face California's Republican GOP legislators as only thing that gives a Legislature dom

Republican v

that to pass the m

needed three Reps

Next year there will be no transit assistance coming from Sacramento. Transportation agencies, already seeing less money for operations due to declining tax revenue in the economic downturn, have yet to make final decisions on how to balance the books.

What it means to you: Riders might see less service, higher fares and dirtier vehicles. BART is considering raising fares and reducing the frequency of train service. AC Transit is considering service cuts and fare hikes. The San Francisco Municipal Railway

is in the transport and time from to anti-air and

is failing, taking to mean fewer get only

on says, let

is a a ally cover

ed the black technology to entering with a

The strategy sk hours when of when spaces

higher prices will be too long. That, spaces and ers on the crowd

he meters could

testing a form of go, Los Angeles

e of a simpler, said Jay Primm, program.

Highlights

California transit agencies lost three-quarters of state funding for the remainder of this fiscal year. For Bay Area transit agencies, the combined cuts amount to \$83 million. State transit assistance for next year was eliminated.

Therese McMillan

Deputy Executive Director, Policy

www.mtc.ca.gov/planning

(510) 817 - 5700



METROPOLITAN
TRANSPORTATION
COMMISSION